

GLOSSARY

AGL	Above Ground Level
AIP	The Airport Improvement Program of the Airport and Airways Improvement Act of 1982, as amended. Under this program, the FAA provides funding assistance for the planning, design and development of airports and airport facilities.
Air Carrier	A scheduled operator carrying passengers, mail, or cargo for revenue in accordance with FAR Part 121 or 127.
Aircraft Approach Category	<p>A grouping of aircraft based on 1.3 times their stall speed in their landing configuration at their maximum certificated landing weight. The categories are as follows:</p> <p>Category A: Speed less than 91 knots.</p> <p>Category B: Speed 91 knots or more but less than 121 knots.</p> <p>Category C: Speed 121 knots or more but less than 141 knots.</p> <p>Category D: Speed 141 knots or more but less than 166 knots.</p> <p>Category E: Speed 166 knots or more.</p>
Aircraft Operations	An aircraft takeoff or landing.
Airplane Design Group (ADG)	<p>A grouping of airplanes based on wingspan. The groups are as follows:</p> <p>Group I: UP to but not including 49 feet (15 m).</p> <p>Group II: 49 feet (15 m) up to but not including 79 feet (24 m).</p> <p>Group III: 79 feet (24 m) up to but not including 118 feet (36 m)</p> <p>Group IV: 118 feet (36 m) up to but not including 171 feet (52)</p> <p>Group V: 171 feet (52 m) up to but not including 214 feet (65 m).</p> <p>Group VI: 214 feet (65 m) up to but not including 262 feet (80 m).</p>

Airport Elevation	The highest point of an airport's usable runways, measured in feet above mean sea level (MSL).
Airport Layout Plan (ALP)	A graphic presentation to scale of existing and proposed airport facilities, their location on the airport, and the pertinent clearance and dimensional information required to show conformance with applicable standards. To be eligible for AIP funds, an airport must have an FAA approved ALP.
Airport Reference Code (ARC)	<p>The ARC is a coding system used to relate airport design criteria to the operational and physical characteristics of the airplanes intended to operate at the airport.</p> <p>Coding System: The airport reference code has two components relating to the airport design aircraft. The first component, depicted by a letter, is the aircraft approach category and relates to aircraft approach speed (operational characteristic). The second component, depicted by a Roman numeral, is the airplane design group and relates to airplane wingspan (physical characteristic). Generally, aircraft approach speed applies to runway and runway related facilities. Airplane wingspan primarily relates to separation criteria involving taxiways and taxilanes.</p> <p>Airport design first requires selecting the ARC(s) and then applying the airport design criteria associated with the airport reference code.</p>
Airport Reference Point (ARP)	The latitude and longitude of the approximate center of the airport.
Airspace	Space above the ground in which aircraft travel; divided into corridors, routes and restricted zones.
Air Taxi	Non-scheduled aircraft operations carrying passengers and/or cargo or mail for compensation. The capacity of air taxi aircraft is limited by Part 135 of the Federal Aviation Regulations.

Approach Lighting System ALS)	A system of lights placed on the approach to a runway used by pilots to identify the runway, particularly during IFR conditions. One type of ALS is the medium intensity approach lighting system with runway alignment indicator lights (MALSR).
Building Restriction Line (BRL)	A line which identifies suitable building area locations on airports.
Clear Zone	See Runway Protection Zone.
Clearway (CWY)	A defined rectangular area beyond the end of a runway cleared or suitable for use in lieu of runway to satisfy takeoff distance requirements.
Compass Calibration Pad	An airport facility used for calibrating an aircraft compass.
Declared Distances	<p>The distances the airport owner declares available and suitable for satisfying the airplane's takeoff run, takeoff distance, accelerate-stop distance, and landing distance requirements. The distances are:</p> <p>Takeoff run available (TORA) - the runway length declared available and suitable for the ground run of an airplane taking off.</p> <p>Takeoff Distance Available (TODA) The TORA plus the length of any remaining runway and/or clearway (CWY) beyond the far end of the TORA.</p> <p>Accelerate-stop Distance Available (ASDA) The runway plus stopway (SWY) length declared available and suitable for the acceleration and deceleration of an airplane aborting a takeoff.</p> <p>Landing Distance Available (LDA) The runway length declared available and suitable for a landing airplane.</p>
Distance Measuring Equipment (DME)	A navigational ground station capable of receiving interrogations from aircraft and transmitting signals which allow time, speed, and distance computations to be made. The station is usually sided with a VOR or an ILS.
Fixed Base Operator (FBO)	An individual or company located at an airport and providing commercial general aviation services.
Flight Service Station (FSS)	A facility operated by the FAA to provide flight service assistance.
General Aviation	All aviation in the U.S. which is neither military nor air carrier.

HIRL	High Intensity Runway Lighting.
Hazard to Air Navigation	An object which, as a result of an aeronautical study, the FAA determines will have a substantial adverse affect upon the safe and efficient use of navigable airspace by aircraft, operation of air navigation facilities, or existing or potential airport capacity.
Instrument Approach	An approach to an airport during which the pilot navigates solely by instruments for some period of time.
Instrument Flight Rules (IFR)	Rules governing the procedures for conducting instrument flight. Pilots are required to follow these rules when operating in controlled airspace with a visibility of less than three miles and/or a ceiling lower than 1,000 feet.
Instrument Landing System (ILS)	The instrument landing system is designed to provide electronic instrument guidance to the pilot to permit exact alignment and angle of descent of a properly equipped aircraft on final approach for landing.
Itinerant Operations	All operations at an airport which are not local operations.
LIRL	Low Intensity Runway Lighting.
Large Airplane	An airplane of more than 12,500 pounds (5,700 kg) maximum certificated takeoff weight.
Localizer	A nonprecision NAVAID which gives electronic directional guidance to a specific runway to aircraft approaching for a landing.
Local Operations	Operations by aircraft flying in the traffic pattern or within sight of the control tower, aircraft known to be arriving or departing from flight in local practice areas, or executing practice instrument approaches at the airport.
Mean/Maximum Temperature	The average of all the daily maximum temperatures.
MIRL	Medium Intensity Runway Lighting.
Nondirectional Beacon (NDB)	A low or medium-frequency radio beacon which transmits non-directional signals. The pilot of an aircraft equipped with a loop antenna can use these signals to determine his bearing and "home in" on the beacon.
Nonprecision Instrument Runway	A runway having an existing or planned IFR approach from which a straight-in landing is approved but no electronic glide slope information is available and for which no precision approach facilities are planned.

Object	Includes, but is not limited to above ground structures, NAVAIDs, people, equipment, vehicles, natural growth, terrain, and parked aircraft.
Object Free Area (OFA)	A two dimensional ground area surrounding runways, taxiways, and taxilanes which is clear of objects except for objects whose location is fixed by function.
Obstacle Free Zone (OFZ)	The airspace defined by the runway OFZ and, as appropriate, the inner-approach OFZ and the inner-transitional OFZ, which is clear of object penetrations other than frangible NAVAIDs.
	Runway OFZ: The airspace above a surface centered on the runway centerline.
	Inner-approach OFZ: The airspace above a surface centered on the extended runway centerline. It applies to runways with an approach lighting system.
	Inner-transitional OFZ: The airspace above the surfaces located on the outer edges of the runway OFZ and the inner-approach OFZ. It applies to precision instrument runways.
Obstruction to Air Navigation	An object of greater height than any of the heights or surfaces presented in Subpart C of FAR Part 77. (Obstructions to air navigation are presumed to be hazards to air navigation until an FAA study has determined otherwise.)
Precision Approach Path Indicator (PAPI)	The visual approach slope indicator system furnishes the pilot visual slope information to provide safe descent guidance. It provides vertical visual guidance to aircraft during approach and landing by radiating a directional pattern of high intensity red and white focused light beams which indicate to pilots that they are "on path", if they see red/white, "above-path" if white/white and "below path" if red/red.
Precision Instrument Runway	A runway having an existing or planned IFR approach that is aligned with the runway centerline and has electronic glide slope information for guidance of the descent of the aircraft to the touchdown point on the runway.

Rotating Beacon	An airport aid allowing pilots the ability to locate an airport while flying under VFR conditions at night.
Runway (RW)	A defined rectangular surface on an airport prepared or suitable for the landing or takeoff of airplanes.
Runway Blast Pad	A surface adjacent to the ends of runways provided to reduce the erosive effect of jet blast and propeller wash.
Runway End Identifier Lights (REIL)	Two synchronized flashing lights, one on each side of the runway threshold, which provide rapid identification of the approach end of a runway.
Runway Protection Zone (RPZ)	An area off the runway end (formerly the clear zone) used to enhance the protection of people and property on the ground.
Runway Safety Area (RSA)	A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway.
Shoulder	An area adjacent to the edge of paved runways, taxiways, or aprons providing a transition between the pavement and the adjacent surface; support for aircraft running off the pavement; enhanced drainage; and blast protection.
Small Airplane	An airplane of 12,500 pounds (5,700 kg) or less maximum certificated takeoff weight.
Stopway (SWY)	A defined rectangular surface beyond the end of a runway prepared or suitable for use in lieu of runway to support an airplane, without causing structural damage to the airplane, during an aborted takeoff.
Taxilane (TL)	The portion of the aircraft parking area used for access between taxiways and aircraft parking positions.
Taxiway (TW)	A defined path established for the taxiing of aircraft from one part of an airport to another.
Taxiway Safety Area (TSA)	A defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to an airplane unintentionally departing the taxiway.
Threshold (TH)	The beginning of that portion of the runway available for landing. When the threshold is located at a point other than at the beginning of the pavement, it is referred to as either a displaced or a relocated threshold depending on how the pavement behind the threshold may be used.

Displaced Threshold: The portion of pavement behind a displaced threshold may be available for takeoffs in either direction and landings from the opposite direction.

Relocated Threshold: The portion of pavement behind a relocated threshold is not available for takeoff or landing. It may be available for taxiing of aircraft.

Unicom	Airport advisory radio station operating by an airport affiliate, but not by the FAA.
Very High Frequency (VHF) Omnidirectional Range (VOR)	A navigation ground station transmitting signals containing directional information in the very high frequency portion of the radio frequency spectrum. (Also includes VORTAC and VOR-DME.)
Visual Approach Slope Indicator (VASI)	A system of lights on an airport that provides descent guidance to the pilot of an aircraft approaching a runway.
Visual Flight Rules (VFR)	Rules that govern flight procedures under visual conditions.
Visual Runway	A runway intended for visual approaches only, with no existing or planned straight-in instrument approach procedure for that runway.

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